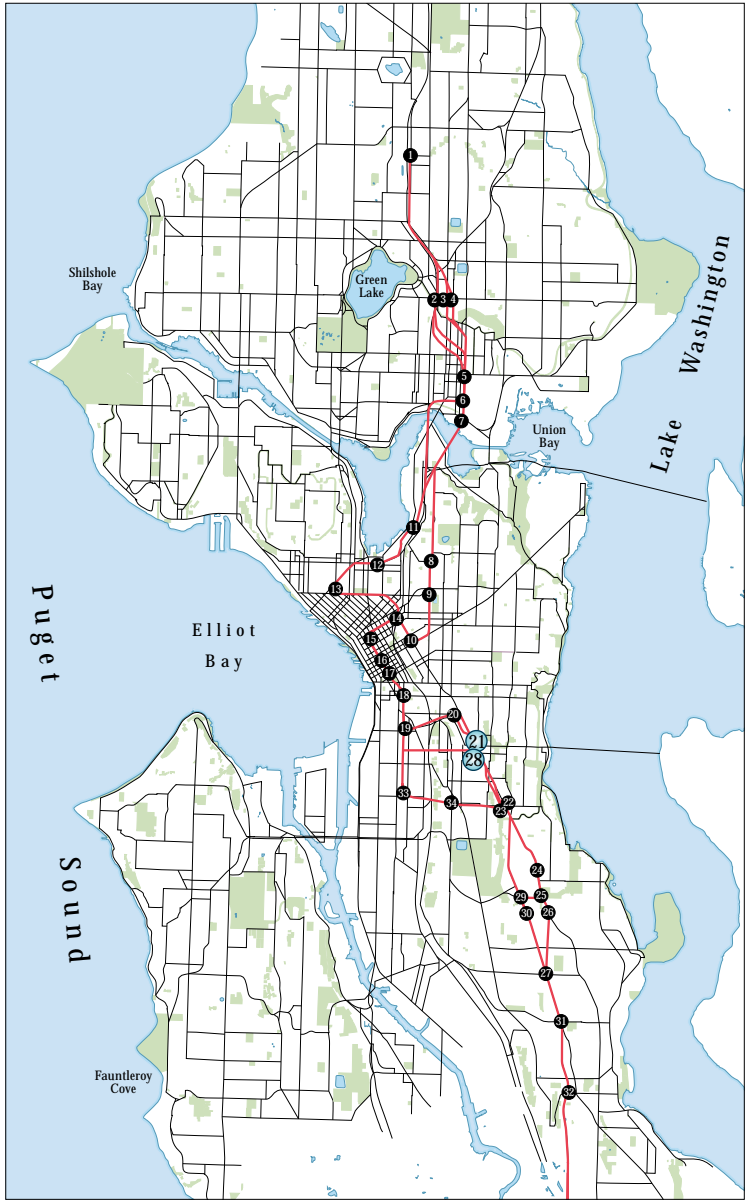


Interstate 90



Seattle Light Rail Stations  
Station and Alignment Options

Of the four alignment options being considered for the North Rainier neighborhood, two include a station at the I-90/Rainier Avenue South interchange. The proposed station may be located in one of two potential sites:

- 21 On Rainier Avenue. This site is located beneath I-90 where it crosses Rainier Avenue. Transfers to the I-90 routes would be possible, although they would require more time than transfers at the International District station.
- 28 South of I-90. This site is located along the regional trail south and adjacent to I-90. A light rail station at this point would be accessible to users coming from Rainier Avenue and to neighborhood users via street-end trail connections.



View of current bus stop under Interstate 90 at Rainier Avenue. This is the location of Station 21.

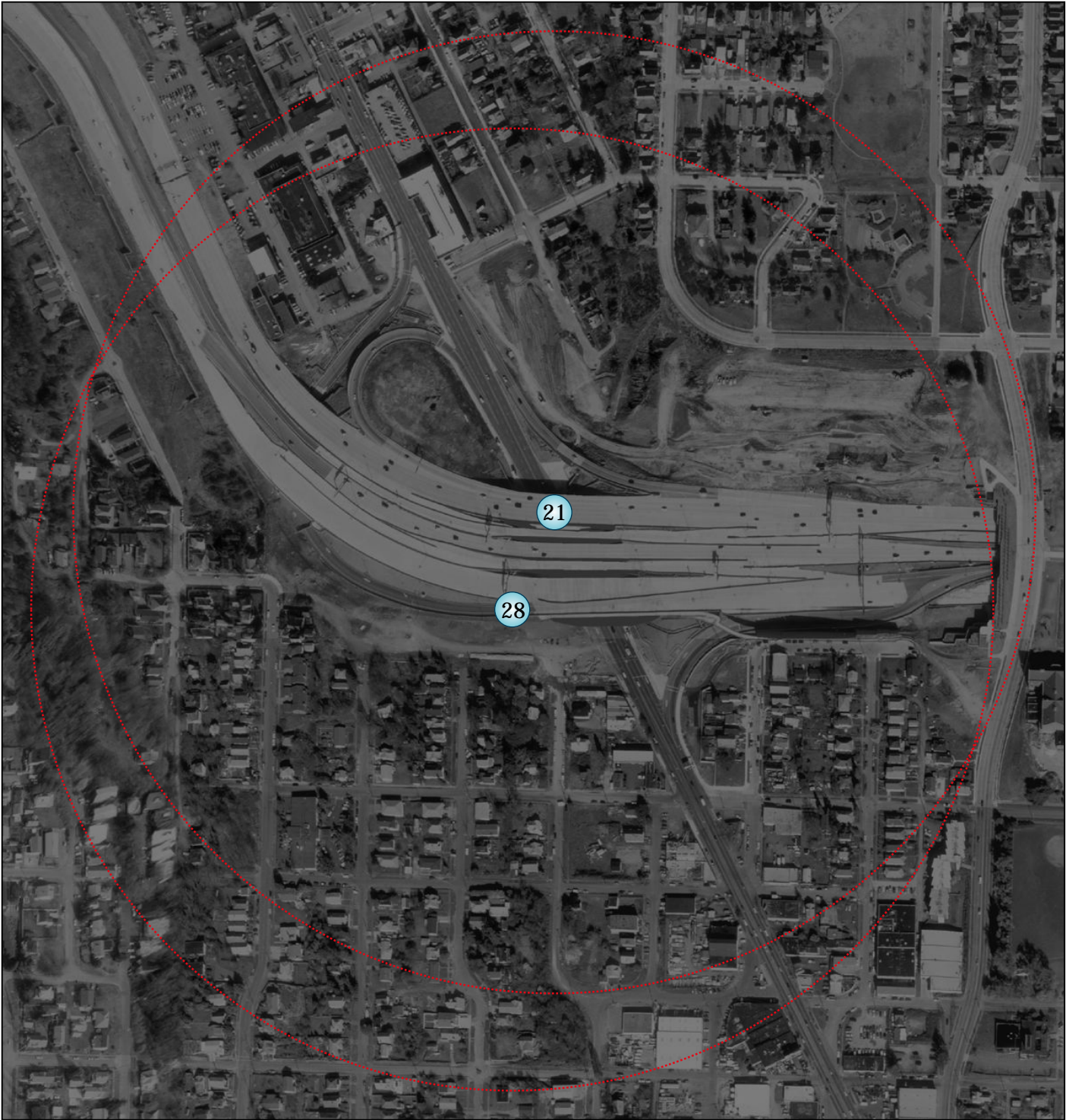


Adjacent to Interstate 90 is a regional multi-use trail connecting Seattle with the east side of Lake Washington. This is the location of Station 28.



The regional trail connects with the adjacent neighborhoods via a series of street-end connections.

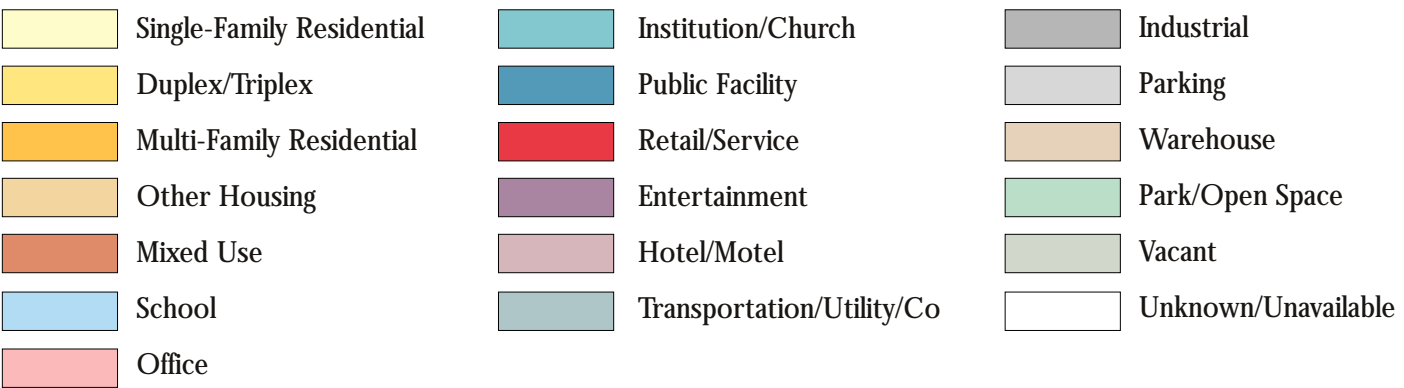
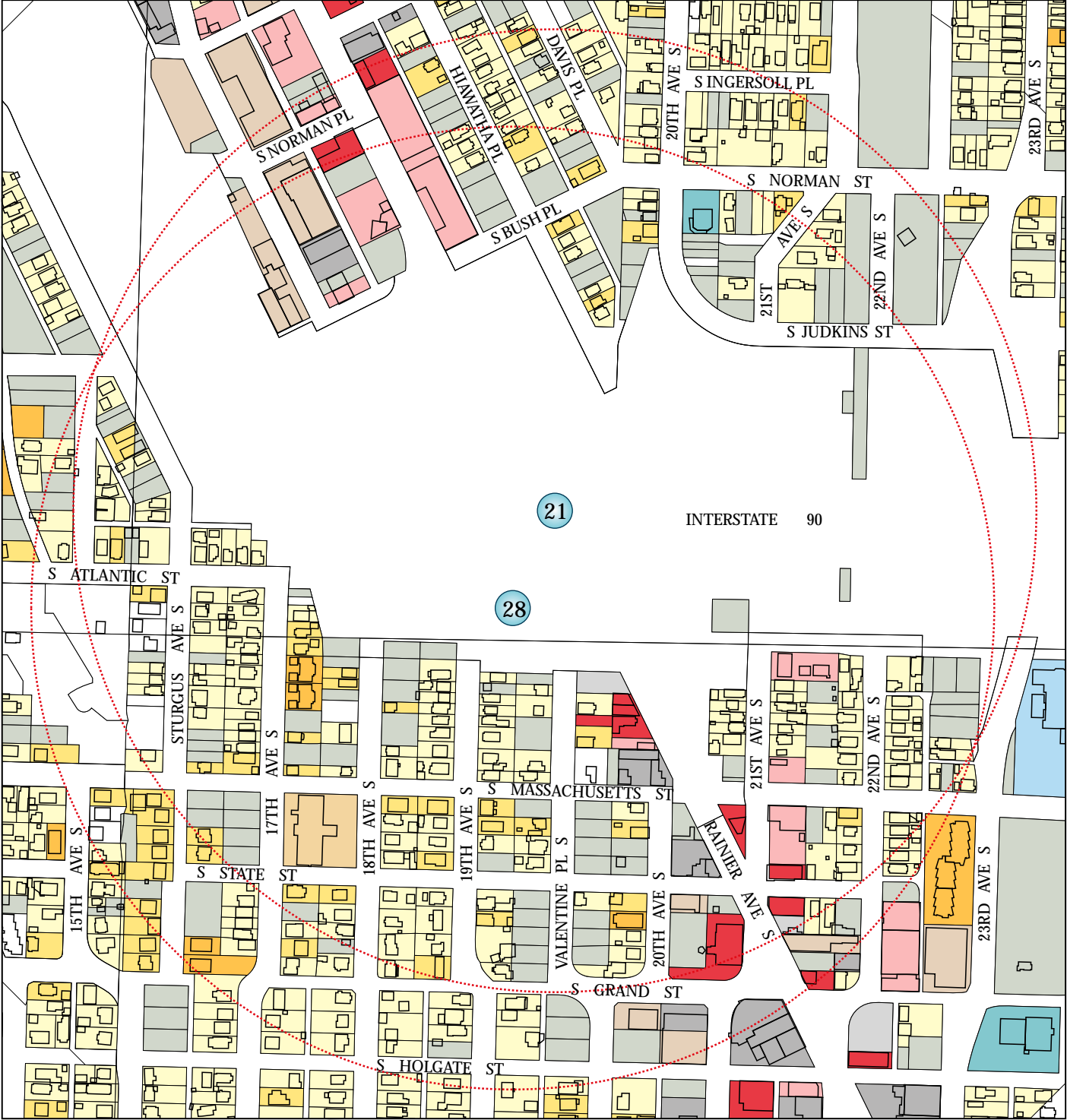
Orthophoto (1993)



Planning Context:

The Interstate 90 station area is located at the I-90/Rainier Avenue overcrossing between the 23rd and Jackson-Union Residential Urban Village to the north and the Rainier/I-90 Hub Urban Village to the south. The largest single use in the station area is I-90 right-of-way. The area to the northeast is predominantly occupied by low-density residential uses. The area to the southwest is also primarily occupied by low-density residential uses and a mix of commercial and industrial uses along Rainier Avenue South.

Existing Land Use



Source: King County Assessor's records (1998)

Station Area Profiles

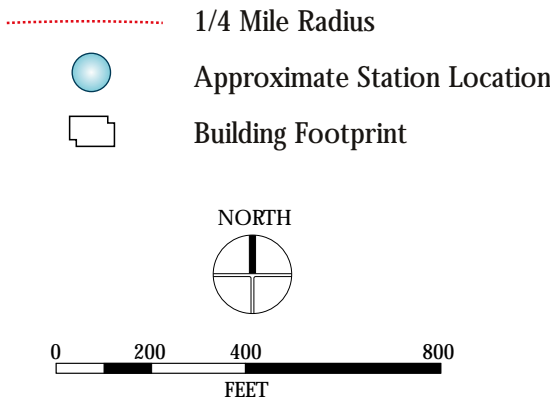
(Statistics for area within 1/4 mile, a 5-minute walk)			
1997 CONDITIONS		Sta. 21	Sta. 28
Demographics			
1997 Population	881	1,122	
1997 Employment	784	770	
1996 Median Household Income	\$34,724	\$34,724	
STATION AREA LAND USE			
Residential			
Units	357	473	
Density <sup>1</sup>			
Single-family	4.9	5.6	
Multi-family	8.6	10.9	
Apartment Rents per Sq. Ft.	0.71	0.71	
Apartment Vacancy Rate	6.0%	6.0%	
Commercial			
Floor Area (Sq. Ft.)			
Retail/Service	38,788	36,782	
Office	94,478	118,828	
Total	326,134	415,701	
Floor Area Ratio (FAR) <sup>2</sup>	.14	.17	
Office Rents per Sq. Ft.	n.a.	n.a.	
Office Vacancy Rate	n.a.	n.a.	
TRENDS IN LAND PRICES <sup>3</sup>			
(1985-97 Avg. increase/year)			
Commercial Lots	4.7%	4.7%	
Single-Family Lots	7.3%	7.3%	
Multi-family Lots	9.3%	9.3%	
Active Permit Applications			
Residential (Dwelling Units)	0	0	
Commercial (Thousands of Sq. Ft.)	9	0	
LRT WITH GROWTH PROSPECTS			
Projected 2010 LRT			
Daily Boardings:	1,900	1,900	
Projected 20-Year Growth			
Increment with LRT			
New Housing Units	200	250	
New Employment	490	600	
Non-residential Space (Sq. Ft.) <sup>4</sup>	147,000	179,000	
Projected Floor Area Ratio (FAR)	.20	.24	
2020 Development with LRT			
and No Supportive Policies			
Total Housing Units	557	723	
Total Employment	1,274	1,370	
Non-residential space (Sq. Ft.)	473,200	594,800	

- <sup>1</sup> Housing units per net residential acre in residential zoning districts
- <sup>2</sup> Ratio of non-residential space per net acre of commercial and industrial land use
- <sup>3</sup> Based on sales prices recorded by King County Assessor and reported by zoning category
- <sup>4</sup> Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities

Summary of Current Land Use		
I-90 (21) Station Area		
Land Use	Acres	Percent of Total
Single-Family	20.2	36.91
Vacant	16.33	29.84
Unknown/NA	4.26	7.77
Duplex/Triple	4.08	7.45
Warehouse	2.84	5.20
Office	2.72	4.96
Retail/Service	1.5	2.74
Other Housing	0.92	1.68
Industrial	0.89	1.62
Multi-Family	0.46	0.84
Institutions	0.27	0.50
Parking	0.27	0.49
Total	54.70	100.00

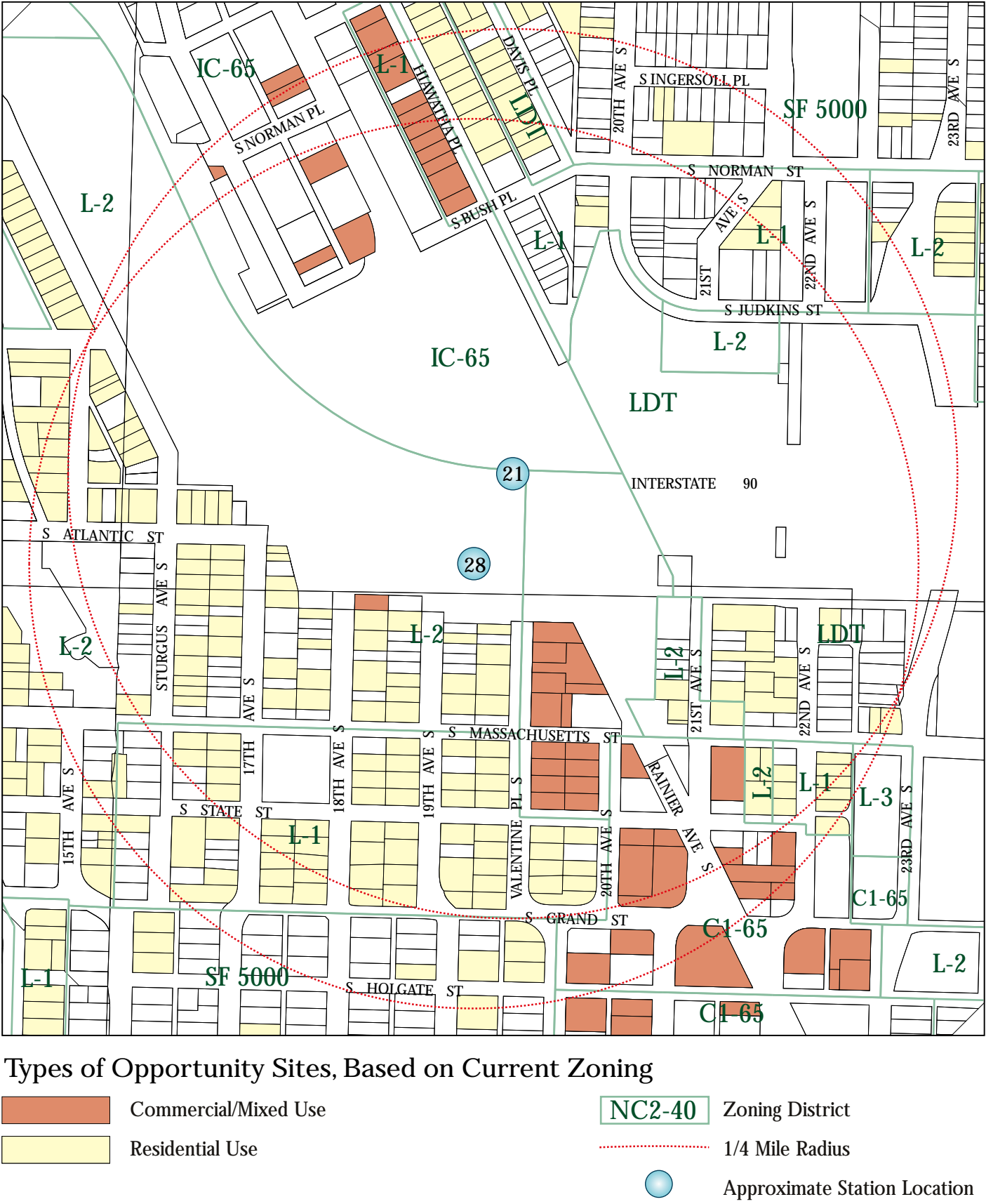
Summary of Current Land Use		
I-90 (28) Station Area		
Land Use	Acres	Percent of Total
Single-Family	20.73	36.42
Vacant	14.97	26.30
Duplex/Triplex	5.08	8.93
Unknown/NA	4.27	7.51
Office	3.18	5.60
Warehouse	2.14	3.76
Industrial	1.93	3.38
Multi-Family	1.74	3.06
Retail/Service	1.41	2.48
Other Housing	0.92	1.61
Institutions	0.27	0.48
Parking	0.27	0.47
Total	56.90	100.00

Note: Excludes public-right-of-way; these are parcel area subtotals only.





Zoning and Opportunity Sites



Some neighborhood concerns:

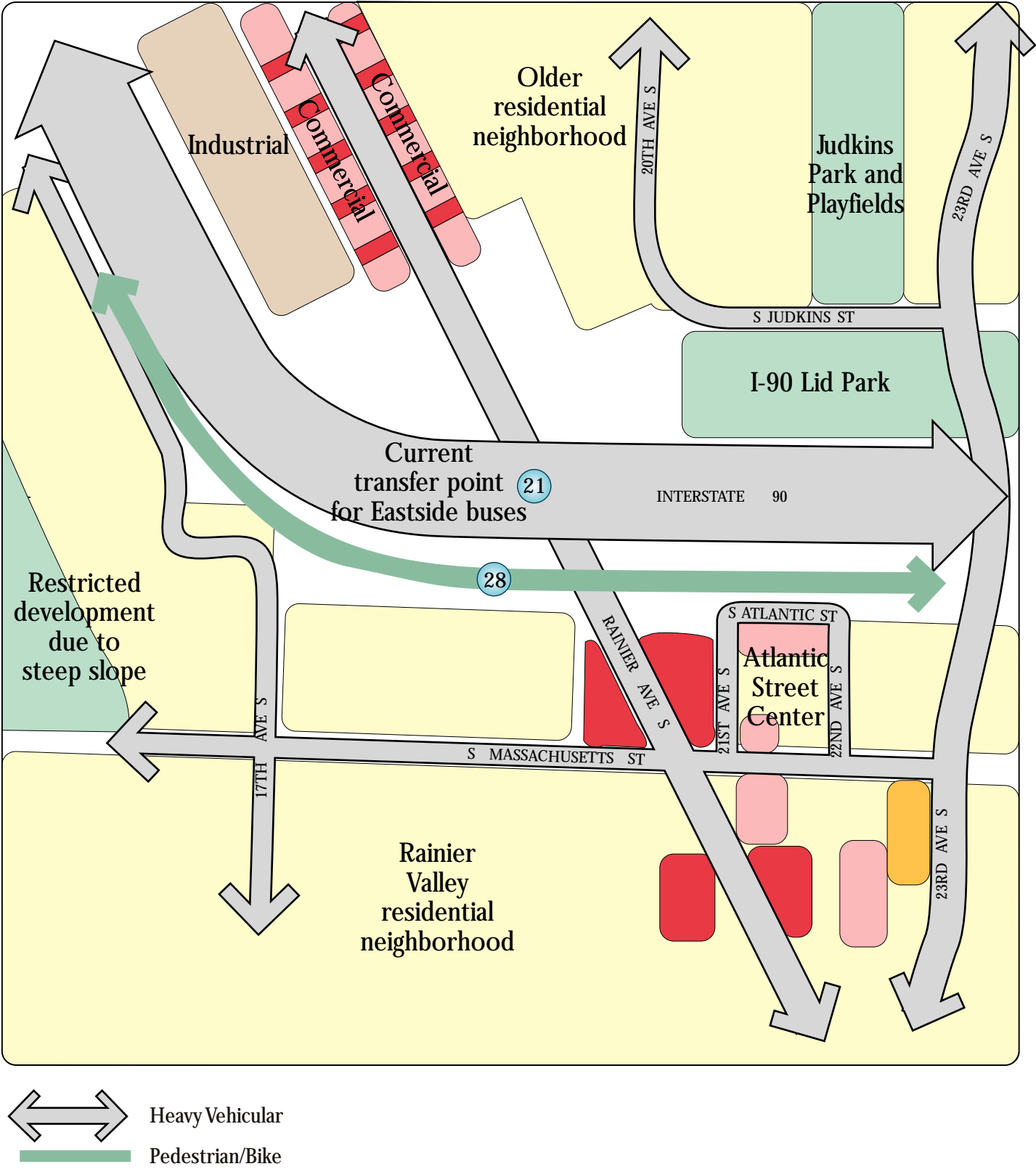
- Establishing access to transit stations located in adjacent neighborhoods;
- Creating pedestrian connections and transit linkages; and
- Exploring opportunities for more neighborhood commercial zoning in the area.

Opportunity Sites by Zoning Designation: I-90<sup>1</sup>

Zoning	Number of Parcels	Total Acres	Percent of Total
SF 5000	10	1.84	11.83
L-1	37	4.27	27.42
LDT	13	1.42	9.14
L-2	38	4.12	26.43
C1-65	6	1.05	6.71
C1-40	23	2.88	18.46
Total	127	15.58	100.00

<sup>1</sup>for both potential station areas

Urban Design Opportunities and Constraints



Potential Development Strategies: I-90 (21, 28)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 1      Retail: 2      Office: 1		
* Indicates the relative strength of market type of the station area compared to other potential Seattle station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.		
Strategy	Potential Action	Comments
Land Use Tools	○	Rezone L-1 and L2 adjacent to Rainier to L3, subject to buffering and design standards (+33% to +75% in number of units). Consider POZ and NC zoning on selected opportunity sites along Rainier Avenue. Establish limitations on auto-oriented uses and provide for live-work in NC3 zones.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods
Parking Management	●	Reduce standards for uses along Rainier Avenue; establish residential parking zone in neighborhoods south of station.
Economics/Financial Assistance	○	Establish CDC (and/or support SEED) to help finance affordable housing and local businesses.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Develop local service for neighborhood and station accessibility.
Development Partnerships	?	Further planning needed.
Pilot Projects	?	Further planning needed.

- ✓ = Supportive Policy/Program in Place  
● = High Priority Action  
○ = Recommended Action  
? = Further Study Required
- TOD = Transit-Oriented Development  
POZ = Pedestrian Overlay Zone  
RPZ = Residential Parking Zone